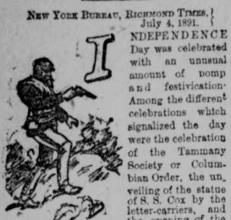
### TAMMANY'S FOURTH OF JULY.

How the Democratic Braves Celebrated Independence Day.

A BRIEF SKETCH OF THE ORGANIZATION.

Ceremonies Attending the Unveiling of the Cox Statue... The Letter-Carrier's Parade...Other Demonstrations.



Day was celebrated with an unusual amount of pomp and festivication-Among the different celebrations which signalized the day were the celebration of the Tammany Society or Columbian Order, the un\_

veiling of the statue of S. S. Cox by the letter-carriers, and the opening of the The programme for the Tark at Statun Island. The programme for the Tammany festivities probably surpassed any event in the history of the society. The speakers included many men well known in both local and national politics. Prominent among them were Senator Alfred H. among them were Senator Alfred H.
Colquitt, Congressmen Charles F. Crisp of
Georgia, Cooper of Indiana; Weadock, Michigan; McMillan, Tennessee; Belshover,
Pennsylvania; McKaig, Maryland; Phelan,
Connecticut: Cobb, Maryland; Fitch,
Flower, Bacon, Fellows, Cummings and
Dunphy of New York, and the Hon.
Thomas Dunn English of New Jersey. The
meeting was presided over by Grand Sachem
Thomas F. Gilroy, The Decisration of Indepence was read by Hon. Thomas W. Pittman.
During the proceedings the Tammany Glee
Club sang patriotic songs, and the national
airs were played by Bayne's Sixty-ninth Regiment band. At the close of the celeoration
the entire audience joined in singing the "Star
Spangled Banner.

SOMETHING ABOUT TAMMANY.

So little is known about Tammany.

So little is known about the Tammany Society on the outside that a brief synopsis of its history would be timely and interesting.

The title "Tammany" was first used in compliment to the memory of an Indian warrior distinguished among his people in peace and war. Various assertions are made as to his nativity. It is stated in the same breath that he was a Delaware, and had his abode on the banks of that river; that he was born in Northern Pennsylvania; that his wigwam was erected where Princeton College now stands, and, again, that he was altogether a mythical individual. However this may be, the fact stands that his character as a warrior and a leader, as handed down to us several years before 1789, Manhattan Island being peopled alone by the gentle savage, was above reproach and worthy of imitation. The name of Tammany or Temane, Tammanean, Tamment and Tameny, as it was variously spelled) thus became a title for praise and admiration.

ONE OF THE FIRST ORGANIZERS. ONE OF THE FIRST ORGANIZERS.

One of the first organizers of the Tanmany Society proper was said to be a gentleman named William Mooney. When the Revolutionary war had concluded he went into business as an upholsterer in Nassau street, and from thence removed to Maiden Lane and Chatham street, now Nassau street. He was a gentleman of great ability and tact, and associated himself with some of the best men of that time in the establishment of the organization. It was christened "The Tammany Society or Columbian Order." Its objects were benevolent and social. Similar societies had been established in the South and West, but in New York was the great central body toward which all tended. In the year 1805 (about sixteen years after its organization) the society was formally incorporated. William Mooney, its first grand sachem, has generally been given the credit of Tammany's paternity. There appears, however, to have early existed an impression that a more capable party was its real author. Suspicion pointed to Aeron Burr. Mooney was an enthusiastic, energetic, and somewhat egotistical individual, fond of excitement and dis-One of the first organizers of the Tammany

an enthusiastic, energetic, and somewhat ego-tistical individual, fond of excitement and display, and the arrangement of a ceremony in which sachems, sagamores and wiskinskies fig-ure as the visible machinery of the organiza-tion, is probably due to his brain.

PROPER QUALIFICATION FOR VOTERS. From 1777 to 1822 (strange as it many now appear) the Constitution of the State of New York prescribed a proper qualification for voters. By this law a large number were prevented from exercising the right of suffrage. Through the exertions of the Tammany organization solely may be traced the abrogaorganization solely may be traced the abroga-tion of this outrageous law. The political history of Tammany from the date of its first meeting to the present time is a lengthy one. The doctrines, bickerings and defeats of the past are so wound up with the history of the entire nation that it would be tedious to go through them. In 1811 the first half devoted exclusively to the would be tedious to go through them. In 1811 the first half devoted exclusively to the meetings of the organization was erected. This building was situated at the corner of Nassau and Frankfort streets, the present site of the New York Sun. Previous to this date meetings had been held at Barden's City Hotel, on Broadway, at a place 'called Martling's Long Room, and at other places. The present building, owned and occupied by the Tammany Society, is probably one of the finest and most attractive in the city. It is situated on Fourteenth street, adjoining the Academy of Music, between Third avenue and Irving Place. It is constructed of red brick, elaborately trimmed with white stone. At the top is a niche in which is placed a large statue twelve feet high of an Indian warrior, decorated in all the paraphernalia of his castetomahawk, quiver of arrows, etc. In front, at the summit, are inscribed the words, "Tammany Society," with the figures "1789" and "1867" on either side. The first refers to the date of organization, the latter to the date on which the corner-stone of the building was laid.

THE BUILDING INAUGUBATED. On the 4th day of July, 1808, the building was formally inaugurated. The Tammany Society is doubtless the oldest purely self-constituted political organization in the world, and has certainly been by far the most influential. Beginning with the Government, for it was organized within a fortnight after the inauguration of the first President, and at a spot within the sound of his voice as he spoke his first official words to his countrymen, it has not only continued down to the present time first official words to his countrymen, it has not only continued down to the present time—through nearly three centuries of men—but has controlled the choice of at least one President, fixed the character of several national as well as State administrations, given pseudonyms to half a dozen well-known organizations, and, in fact, has shaped the destiny of the country in several turning-points of its history. Few suspect, much less comprehend, the extent of the influence this purely local association has exerted. To its agency, more than any other, is due the facts that for the last three-quarters of a century New York has been the most potent political center in the world, not even Paris excepted. Had it not been for the conduct of certain individuals claiming to centrol the organization. Tammany would to-day dictate the political destinies of the nation. THE LETTER-CARRIERS' PARADE.

In the letter-carriers' parade, which was a feature of the unveiling of the Cox statue, there were probably 2,500 men. Delegates from every large city were present. The procession moved up Broadway from Mail street to Lafavette Place, where the unveiling took place. The oration was delivered by General Thomas Ewing, of Ohio. At the conclusion of the ceremonies the men proceeded to Lion Park, where there was a spread. Dancing was continued until late.

In the suburban cities the day was observed with great solemnity. At Newark, N. J., the city was visited by probably 50,000 people, many of whom came to attend the sixteenth annual Song Festival of the German-American Singing Societies of the Northwestern part of the United States. It will last until Tuesday, and since yesterday, the opening day, the event has drawn together all of the prominent singing societies in this part of the country.'

NEW YORK AND EBOOKLYN CLUBS.

NEW YORK AND BROOKLYN CLUBS. The following are the New York and Brook-tyn clubs participating: New York—The Liederkranz, Arion, Kreutzer Quartette Club, Franz Schubert Mannerchor, Rheinpfalzer Mannerchor, Rheinischer
Singerbund, Franz Abt Schuler, Loreley Mannerchor, Schluchterner Quartette Club,
N. Y. Sangerrunde, Harlem Liederkranz,
G. V. Arminia, Washington Heights Liedertasel, Ehrenritter, G. V. Yorkville
Mannerchor, G. V. Cordalia and Marachnor Quartette Club, Brocklyn-Friedrich
Glouk Quartette Club, Social Quartette Club (Greenpoint), G. V. Cascilia,
Williamsburg Sangerbund, Zoliner Mannerchor, Brocklyn Quartette Club, Concordia
Mannerchor, Brocklyn Sangerbund, Pfalzer
Harmonic, Arlon Arndt Maennerchor, Brocklyn Maennerchor, Bosz Backer Gesangverein,
Concordia, East New York: Deutscher Liederkranz, Deutsche Sangerlust, Frank Harth
Quartette Club, Haydn Mannerchor, Hessischer Sangerbund, Harmonic, South Brocklyn
Schneidergesangverein Harmonic, Schwabischer Sangerbund, Hermannsso ne Mannerchor, Hach Quartette Club, Phœnix and
Norddeutsche Harmonic.

This evening an orchestral concert was given under the leadership of Frank Vander Stucken, of this city. He is a member of the Arion Society. After the concert there was a pyrotechnic display. To-morrow there will be a grand rehearsal of a chorus of 4,000 voices, and in the afternoon a prize singing contest the prize for which is Baorer's bust of Schubert. On Monday evening there will be a most imposing musical event.

An orchestra of 200 pieces will accompany a full chorus of 400 voices. During the festival there will be formal receptions to Governor Abbott and the Mayor of New York. The festival is expected to be the greatest musical event of its kind ever known in this country. ORCHESTRAL CONCERT.

By orders from Captain Erban the navy-yard was closed to-day, all work stopped, and the ships dressed with flags in "rainbow" fashion. A national salute was fired at noon. STEEL RAIL MARKET.

The sales agents of the steel rail mills and the leading brokers in rails agree that the markets, both East and West, were hardly ever quieter. During the past week the demand has only been for small lots. It even seems that the demand for projected roads in the West and Southwest has been much reduced of late on account of the financial situation and the fact that for months past the bidsfrom such roads have been very generally refused. The situation, as to chances for floating new bonds, is probably best shown by the fact that the sales of State and railroad bonds during the first half of this year fell off nearly \$104,00,000. From the standpoint of leading brokers the iron outlook for the immediate future continues to be anything but promising. The pig iron market has been very dull without quotable change in prices. The remarks as to the steel rail trade apply as well to pig iron. The railroad companies and large buyers of pig generally appear to be pursuing even a closer hand-to-mouth policy than they did during May or June.

WALL-STREET NOCES. WALL-STREET NOTES.

WALL-STREET NOTES.

The Cumberland Gap dispatch, the new fast-freight line between the eastern and western cities, formed by the Louisville and Nashville and Norfolk and Western railroads, with lines connecting them in the East and West, began operations on July 1st, when the first movement of traffic out of Louisville over the line was bugun. The line starts out with powerful backing, and announces that it will handle business between all western points, all Virginia cities, the seaboard points of Norfolk, Baltimore, Philadelphia, Boston, Providence and all European points. Louisville—General Passenger Agent Basker, of the Monon, says: "I never saw such a rush of travel as there is this year. They are coming our way faster than we can take care of them. With numerous excursions and thousands of summer tourists on the go this is naturally our busiest season."

thousands of summer tourists on the go this is naturally our busiest season."

The closing strength of the market has been partly due to the action of the Cabinet in deciding to extend the 4½ per cent. bonds at 2 per cent. This means an increase in national bank circulation and further gain in the supply of money during the coming year. The estimate is that the increase in circulation for the year to come will amount to one hundred and fourteen millions. The gold going out to-day is sent on an old order and it is believed that little more will be exported this year.

### TOBACCO EXCHANGE.

RICHMOND, Va., July 4.—Tobacco Exchange closed until Monday, July 6, 1891.
Offerings of tobacco at auction on 'Change for the week ending Saturday, July 4, 1891, 222 packages sun-cured tobaccos. Highest price for the week, \$55.
No private sales reported to-day. Saturday.

private sales reported to-day, Saturday, No private sales reported to-day, Saturday, July 4, 1831.

Private sales reported to the secretary of the Richmond Tobacco Trade for the week ending Saturday, July 4, 1891: Wrappers, 55 hogsheads; fillers, 118 hogsheads; cutters, 53 hogsheads; smekers, 30 hogsheads; cutters, 53 hogsheads; dark leaf, 325 hogsheads; lburleys, 49 hogsheads.

Total, 697 hogsheads.

No inspections and reinspections to-day, Saturday, July 4, 1891: Inspections—Bright, 53 hogsheads, 155 tierces and boxes; Western, 3 hogsheads, 155 tierces and boxes; Western, 3 hogsheads, 155 tierces and boxes; Western, 3 hogsheads.

Total sampling for the week ending Saturday, July 4, 1891, 1,068 hogsheads, 161 tierces and boxes.

Internal revenue collections for the week ending Saturday, July 4, 1891, were as follows: Tax paid on cigars and cigarettes, \$12.794.27; tax paid on plug tobacco, \$11,750.95; tax paid on specula, \$8.876; tax paid on penalty, \$2.69; total, \$33,-

Messrs. Davis & Gregory request us to announce to the trade that they will open their loose leaf sales of planters totable at the Planters' warehouse, corner Fifteenth and Cary streets, on Thesday next, the 7th of July, at \$250 o'clock A.M. Each and every person interested in the totacco trade of Richmond is cordially invited to be present.

### Hopkinsville, Ky.

Hopkinsville, Ky.

Hopkinsville, Ky. July 2.—Offerings this week consisted mainly of lugs, with a full proportion of nondescripts. Quality generally was undesirable and prices were rather stronger than last week for the qualities offered. Farmers are still busy with their wheat and we do not expected to see much improvement in the size and quality of offerings until that crop is disposed of. With the usual small complaints from various sections the crop in the field is doing as well as could be expected, and would be benefited now by a period of dry weather.

I prescribe Simmons Liver Regulator and it deserves all the praise it receives.

DE. D. W. ATEINSON,

Siloam Springs, Ark.

GROCERIES, &c.

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FINE TEA, GINGER ALE, CHERRY CORDIAL, CHERRY CORDIAL, RASPBERRY VINEGAR and LIME JUICE.

EXPORT BEER,
IMPORTED BEER,
VIRGINIA CLARET
And WHITE WINES.

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> RICHMOND, VA CIGARETTES.



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Cigarettes and Tobacco Manufacturers, RICHMOND, VA.

FACTORIES. Sixth and Cary and Seventh and Cary Sts.

CIGARETTES.—Richmond Straight Cut No.
1 (the original brand). Virginia Brights, Opera
Puffs, and other popular brands.
SMOKING TOBACCO.—Richmond Gem,
Curley Cut, Richmond Straight Cut, Old Rip
Long Cut, Dixie Chop Cut, Smoking Mixtures (curiy cut and granulated), and Cut Plug
Tobaccos, &c. &c. All prepared from the
choicest tobaccos procurable.

Mh26-14

#### SALE FOR

THE VALUABLE STANDARD-BRED BROWN GELDING LIGHT-HOUSE, No. 8959,

foaled 1885, sixteen hands high, by Sam Purdy, No. 918. Light-House shows fine trotting action, and with a little training will trot very fast. He is perfectly gentle and a pleasant driver. His pedigree in full will be furnished and can be seen and driven on my track at Cedar Lawn, Nine-Mile road, Henrico county, Va., three miles from Richmond, or address

A. G. BABCOCK, Richmond, Va. je24.28.jy5 Price, \$500.

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Positively the Highest. Healthiest, Handsomest Location near Richmond. Both Houses and Lots Sold on Installment Plan to desirable parties. Street car communication with all parts of the city.

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FOR SALE CHEAP.

A very nicely-located FARM of 209 acres in Goochland county, two miles from railroad station, and thirty-two miles west of Richmond. It is in a thickly-settled neighborhood, close to church, store, postoffice and high school. No healthier spot could be found in the entire State.

healthier spot could be found in the entire State.

The land lies nicely for cultivation, only slightly rolling, and the soil is adapted to the raising of grain and grass. Mica has been recently discovered on the farm. The improvements consist of a Frame Dwelling, two stories, containing eight rooms besides hall and closets. Ontbuildings consist of Earn, New Stable for twelve coves. Carriage-house. Poultry-house, Office, Out. Kitchen, Quarter, &c., Good Garden, Orchard with Apples, Peaches, Pears, Cherries, Quinces, &c.

About one-third of the farm is in wood, balance cleared. Watered by spring branches, and good well of pure soft water in yard. This farm being in such a healthy location and so convenient to railroad would make a desirable summer home for anyone doing business in Richmond. Price \$5,000, on easy terms. For particulars, apply to W.A. PARSONS.

No. 2 North Ninth street, fel-tf Richmond, Va.

A MODERN WATER MOTOR IS FOR SALE. A medium-sized hand elevator, made by H. M. Smith & Co., will be sold low. Apply at The Times office.

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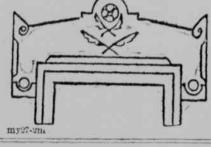
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Grand Mountain Scenery; Freestone and Lithia
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Being at the function of the Chespeake and
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TRAIN No. 11. 2:55 A. M.

SOUTHERN EXPRESS, daily for Danvillo.
Greensboro. Winston - Salem. Durham.
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Augusta and Atjanta; also with the Washington
and Southwest Vestibuled Limited; at Greensboro for Durham, Raleigh, de., also with Pullman Sleeper for Enovyille via Asheville.

TRAIN No. 17. 8 P. M.

A MELIA ACCOMMODATION. daily except
Sunday for Amelia Courthouse and intermediate points.

ARRIVE AT RICHMOND.

Train No. 12, 7:00 A. M.; No. 10, 4:10 P. M.; No.
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PHILADELPHIA AND NEW YORK

LEAVE RICHMOND:
TRAIN No. 10. 3:10 P. M.

LOCAL EXPRESS, daily, except Sunday.
Stops at all stations. At Lester Manor connects with stage for Walkerton; also connects with Baltimore steamer at West Point.
TRAIN No. 16. 4:45 F. M.

DALTIMORE LIMITED, daily, except Sunday, for West Point, connecting with York river steamers for Baltimore. At Baltimore steamers connect with Baltimore and Ohio railroad for Washington. Philadelphia and New York. FARE: Richmond to Baltimore, \$2; to Washington, \$3; to Philadelphia, \$4:80; New York, \$7:30.

STEAMERS LEAVE BALTIMORE S.P. M.
POR WEST ROINT, daily, except Sunday, thence by Richmond and Danville railroad to Richmond, arriving at 9:15 A. M. and 10:40 A. M.

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Ticket office at station foot of Virginia street open 8:30 A. M. to 6:00 F. M., and from 9:30 to 2:55 A. M.

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Traffic Manager.

JOSEPH S. POTTS, Div. Pass, Agent.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD.—Schedule commencing J. NE STV., 1891. Eastern standard time:

8:04 A. M., leaves Byrd-street station daily; stops only at Ashland, Bothwell, Milford, Fredericksburg, Brooke and Widowater. Sieeper Washington at 12:01 P. M.: Baltimore, 1:17 P. M.: Philadelphia, 3:47 P. M.: New York, 6:20 P. M.: Baltimore, 1:17 P. M.: Philadelphia, 3:47 P. M.: New York, 6:20 P. M.: Baltimore, 5:24 P. M.: Philadelphia, 7:49 P. M.: New York, 10:25 P. M.

7:00 P. M., leaves Byrd-street station daily. Sleeping car Richmond to New York, Royal Street Station daily. Sleeping car Richmond to New York, Stops only at Ashland, Bothwell, Milford, Fredericksburg, Brooke and Widewater. Stops at other stations on Sundays. Arrives at Washington at 11:08 P. M.: Baltimore, 12:25 A. M.: Philadelphia, 8:43 A. M.: New York, 6:50 A. M.

8:50 A. M., arrives at Byrd-street station daily. Sleeper from New York, Stops only at Widewater. Brooke, Fredericksburg, Milford, Bothwell and Ashland. Stops at other stations on Sundays. Leaves Washington at 2:28 P. M., arrives at Byrd-street station daily. Sleeper from New York, Stops only at Widewater. Brooke, Fredericksburg, Milford, Bothwell and Ashland. Stops at other stations on Sundays. Leaves Washington at 2:28 P. M., arrives at Byrd-street station daily. Stops at Fredericksburg, Milford.

2:33 P. M., arrives at Byrd-street station daily.
Stops at Fredericksburg, Milford,
Bothwell and Ashland. Sleeper
from Washington and New York
does not stop at Fibs. Leaves Washington at 10:24 AM.

does not stop at Elba. Leaves Washington at 10:57 A. M.

9:30 P. M., arrives at Byrd-street station daily except Sunday. Buffet Parlor Car New York to Richmond. Leaves Washington at 1:07 F. M.

FREDERICKSBURG ACCOMMODATION.

DAILY EXCEPT SUNDAY.

4:00 P. M., leaves Byrd-street station; arrives at Fredericksburg at 6:40 P. M.

Byd-street sundays.

Bally Except Sundays.

DAILY EXCEPT SUNDAYS.

6:48 A. M., leaves Elba; arrives at Ashland at 7:33 A. M., leaves Elba; arrives at Ashland at 7:33 A. M.

6:35 A. M., arrives at Elba; leaves Ashland at 6:38 P. M. arrives at Elba; leaves Ashland at 5:30 P. M. C. A. TAYLOR, Traffic Manager.

E. T. D. Myras, General Superintendent. A TLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAILROAD Commencing SUNDAY, MAY 24, 1891. at 3A. M., trains on this road will run as follows:
THAINS SOUTHWARD.

No. Richmond, Petersburg.

TRAINS NORTHWARD.

No. Leave Arrive Richmond.

14— 7:05 A. M. 5:44 A. M. Fast Mail.
32— 7:45 A. M. 8:20 A. M. Accommodation.
42— 8:20 A. M. 9:45 A. M. Sunday acc tion.
34— 11:26 A. M. 11:45 A. M. Norfolk Train.
38— 12:55 P. M. 1:40 P. M. N. W. Connec'n.
78— 5:20 P. M. 6:28 P. M. Through Train.
36— 6:00 P. M. 6:28 P. M. Norfolk Special.
44— 6:20 P. M. 7:27 P. M. Sunday Acc tion.
40— 7:00 P. M. 7:25 P. M. Accommodation.

Nos. 14, 33 and 35 make no stops. Nos. 23 and 8 stop on signal at Manchester, Centralia and hester. Nos. 23 and 41 stop on signal at Manchester.

Nos. 14, 33 and 35 make no stops. Nos. 23 and 28 stop on signal at Manchester, Centralia and Chester. Nos. 23 and 41 stop on pagnal at Manchester only for passengers purchasing tickets to regular stopping places for this train south of Petersburg. Nos. 22, 33, 36, 38, 29, 40, 42, 43 at and 42 will stop on signal at all stations.

PULLMAN CAR SERVICE.

On Trains Nos. 14 and 22 sleeping-cars between New York and Tampa Fla. via Jacksonville). On Trains Nos. 14 and 27 sleeping-cars between New York and Charleston. On Trains Nos. 27 and 18 sleeping-cars between New York and Charleston. On Trains Nos. 27 and 18 sleeping-cars between New York and Charleston. On Trains Nos. 27 and 18 sleeping-cars between New York and Jacksonville. On Trains Nos. 37 and 14 sleeping-cars between Richmond and Lynchburg. Va. THE ONLY ALL-RAIL LINE TO NORFOLK.

LEAVE.

Richmond. 29,30 A. M. Norfolk. 11:5 A. M. Richmond. 5:35 P. M. Norfolk. 9:30 P. M. Norfolk. 9:30 P. M. Norfolk. 9:30 P. M. Norfolk. 11:45 A. M. Hichmond. 1:45 A. M. Richmond. 1:45 A. M. Norfolk at 4:30 P. M. Richmond. 1:45 A. M. Norfolk at 4:30 P. M. Richmond. 1:45 A. M. The trains leaving Richmond and trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5:55 P. M. train from Norfolk.

Trains leaving Richmond at 10:25 A. M. and

Norfolk.

Trains leaving Richmond at 10:05 A. M. and 11: P. M., and arriving at Richmond at 7:44

A. M. and 1:40 P. M. make close connection at Petersburg to and from Farmville, Lynchburg and southwestern points.

R. M. SULLY,

Bunerintendent. E. T. D. MYERS, General Superintendent. T. M. EMERSON, General Passenger Agent.

FARMVILLE AND POWHATAN RAILROAD

ARBIVILLE AND POWHATAN RAILEOAD
COMPA General office, No. 703 cast Main
street.—Schedule in effect MAY 31, 1891.
LEAVE RICHMOND:
5:45 P. M., via Atlantic Coast Line for Bernuda.
9:15 A. M., via Atlantic Coast Line for Winterpock and intermediate stations.
5:00 P. M. via fichmond and Danville railroad for Farmville and all stations west of Mosely Junction.

8:20 A. M., via Atlantic Coast Line from Person P

8:30 A. M., via Atlantic Coast Line from Bernuda.
6:28 P. M., via Atlantic Coast Line from Winterpock and intermediate stations.
4:10 P. M., via Richmond and Danville from Winterpock, Farmville and intermediate stations. 8:45 A. M. via Richmond and Danville Railroad, from Farmville and intermediate stations to Mosely Junction.

All trains daily except Sunday.
For tickets, baggage checks, time-tables, &c., call upon A. W. GARBER, the Atlantic Coast Line and Richmond and Danville depots.

General Freight and Passenger Agent.

James R. Werth, General Manager. ap29-17

BINSWANGER & CO., Manufacturers and Dealers.

Builders' and Painters' Supplies. Sash, Doors, Flinds, Etc., Etc.; Paints, Oil Glass, Brushes, Etc. 1327 EAST MAIN, and 11 S. FIFTEENTH STS.,

RAILEOADS.

### N& W NorfolkaWestern R.R.

SCHEDULE IN EFFECT MAY 24, 1891.

LEAVE RICHMOND.

BYRD-STREET STATION

10:03 A. M., daily, via Potersburg, Richmond and Norfolk 11:25 A. M. Stops only at Petersburg, 10:30 A. M., Stops only at Petersburg, 10:30 A. M. No. 3 leaves Petersburg, 10:30 A. M. No. 3 leaves Petersburg 11: 5 A. M. for Farm, ville, Lynchburg and all points South and West.

2:40 P. M., daily, via Petersburg, Arrives at Petersburg 1:20 P. M., daily, leaves Petersburg at 1: 5 P. M., daily, leaves at 1: 5 P. M., daily

Berths ready for occupancy at a P. M.

PULLMAN SLEEPING-CAR ACCOMMODA.

No. 1-Sleeping-car Richmond to Lynchburg; also Petersburg to Bristol without change, leaving Petersburg daily at 12:45 A. M. Pullman sleeper romance to Memphis and New Orients without change.

No. -Through coach Richmond to Roano's and Radford.

No. -Through coach Richmond to Roano's and the distribution of the second to Memphis, without change.

Tickets, baggage-cheeks, and all information can be obtained at Richmond and Petersburg railroad depot. A. W. Garber's, 10 Main street, and at the Company's office, 83 east Main street, and at the Company's office, 83 east Main street, Passenger Agent.

W. B. BEVILL.

General Office, Roanoke, Va.

CHESAPEARE AND OHIO RAILWAY COM-

SCHEDULE IN EFFECT JULY 1. 1891.

8:40 A. M., daily, for Old Point and Norfolk.
Pullman sleeping-car Ronceverte to
Old Point.
11:01 A. M., express, daily, for Cincinnati.
Through day coach to Cincinnati.
Pullman Sleeper Old Point to Ronceverte, connecting with Pullman

verte connecting with Fullman special Car for Cincinnati and Norfolk Fullman Sleeping Car Cincinnati to Old Point and Norfolk Fullman Sleeping Car Cincinnati to Old Point.

4:30 P. M., accommodation, except Sunday, for Gordonsville and Orange. On Saturday.

donsylle to Cincinnati and Pullman to Louisville.

ARBIVE RICHMOND:
6:20 A. M. and 2:35 P. M., daily, from Cincin-nati.
7:30 P. M., daily except Sunday, from Hinton. 10:55 A. M. and 6:55 P. M., daily, from Norfolk. Station. Broad street near Seventeenth.

JAMES RIVER DIVISION.

G. AND A. R. R.)

LEAVE RICHMOND:

9:00 A. M., mail, daily, for Lynchburg, Natural Bridge, Lexington, Buena Vista, Glasgow and Clifton Forge, Parlor chair; Rienmond to Clifton Forge, excepting on Sunday's train, except Sunday, for Lynchburg, connecting with a train leaving Lynchburg at 6:00 A. M. for Natural Bridge, Lexington and Clifton Forge, Sleeping-car to Lynchburgi ARRIVE ATRICHMOND:

6:20 P. M., daily, from Clifton Forge, Station, Eighth and Canal streets.

For further information apply to A. W. Garber's office, 901 east Main street; Chesapeake and Ohio Railway Company's stations; Chesapeake and Ohio general office, Fighth and Main.

Division Passenger Agent.

PICHMOND AND SEVEN PINES BAILWAY

RICHMOND AND SEVEN PINES BAILWAY SUMMER SCHEDULE, UNION LINE ELECTRIC CARS CONNECT WITH ALL TRAINS.

10 A. M.; 12 M. 2P. M.; 4 P. M.; 7:30 P. M. 1 P. M.; 8 P. M.; 6:30 P. M.

STEAMSHIPS.

OLD DOMINION STEAMSHIP COMPANY FOR NEW YORK.

South.
At NEWPORT NEWS for Smithfield, Va.
And at CLAREMONT with the Atlantic and
Danville Bailroad for Waverly, Hicksford and

At NEWPORT NEWS for Smithfield, Va. And at CLAREMONT with the Atlantic and Danville Railroad for Waverly, Hicksford and all stations.

ONLY ALL WATER ROUTE.

JAMES RIVER BY DAYLIGHT.

GREAT TOIRIST LINE.

JAMESTOWN, DUTCH GAP, AND WAR SCENERY.

RATES LESS THAN HALF CHARGED BY RAIL LINES.

FARE TO OLD POINT AND NORFOLK \$1.50 STRAIGHT; \$2.50 ROUND TRIP; \$1 SECOND-CLASS. FIRST-CLASS MEALS.

The elegant and fast steamer ARIEL.

CAPTAIN DEVO,

(carrying United States mail).

Leaves Richmond every.

MONDAY, WEDNESDAY AND FRIDAY AT7 A. M. (STREET-CARS GO DIRECTLY TO STEAMERS WHARF) for above named places. Returning, the steamer leaves Norfolk, Old Point and Newport News on alternate days, arriving at Richmond about 5 P. M.

Through tickets on sale on steamer and a: Garber's Agency, No. 501 Main street. Baggage checked through.

STATE-ROOMS ENGAGED FOR DAY OR NIGHT.

EXCURSIONS

by NIGHT or DAY to NORFOLK, OLD POINT, VIRGINIA BEACH, OCEAN VIEW and DUTCH GAP can now be booked for the coming season FREIGHT.

Freigat received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, Hicksford and Alexandria, Va.; Washington, D. C., Newberne, Washington and Tarboto, N.C.; all stations on Atlantic and Dauville, Seaboard and Roanoke, Norfolk Southern and Farmville and Powhatan Railroada, and Eastern North Carolina generally; also, for Lastern Shore of Virginia and all regular landings on the James river at LOWEST RATES and through bills issued.

LUCIEN R. TATUM, Vice-President, No. 117 Main street and Rocketts.

LEVIN WEBIGER, Freight and Passenger Agent my29-U

DENTISTS.

WILFRED A. PLEASANTS, D. D. S.

CHESAPEARE AND OHIO RAILWAY COM-

10:30 P. M., the F. F. V. Lilmited, daily. Pullman Sleeping Car Old Point to Cincinnati. Solid vestibule train, with dining-car and Pullmans. Gordonsville to Cincinnati and Pullman to Louisville.

Leave Richmond: Leave Seven Pines: 5:20 A. M.; 12 M. 5:30 A. M.; 7:30 A. M. 5:30 P. M.; 7:16 P. M. 1 P. M.; 6:15 P. M.

Round trip tickets twenty-five cents.

Steamer leave Richmond EVERY TUESDAY
and FRIDAY at 5 P. M. Manifest closed one
hour before sailing time.
Steamerss leave New York for Richmond
EVERY WEDNESDAY and SATURDAY at 3 P.
M. arriving in Richmond MONDAY and FRIDAY mornings.
Passenger accommodations unsurpassed.
Cabin fare to New York via James river
route (including meals and berth).

89 21
Round-trip tickets, limited to thirty days
after date of issue.
Steerage, with subsistence.
603
Steerage, without subsistance.
503
Cabin fare via Chesapeake and Ohio Railroad.
603

Cabin fare via Chesapeake and Ohio Railroad.

Cabin fare via Richmond and Petersburg.

Railroad.

Tickets can be obtained at A. W. Garber's, with Main street, Chesapeake and Ohio and Richmond and Petersburg depots, and at company's offices, 1301 Main street and wharf, Rocketts.

Freight received daily until 5 P. M.
Passengers leaving Richmond on MONDAYS, TUESDAYS, WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Ohio railway via Newport News) at 2:30 P. M., and by Richmond and Petersburg railroad, same day at 2:00 A. M. will make connection at NORFOLK with steamer leaving those days.

GEORGE W. ALLEN & CO., Agents,
No. 1301 Main street, and 1919-tf Company's Wharf, Rocketts.

VIRGINIA STEAMBOAT COMPANY'S

VIRGINIA STEAMBOAT COMPANYS

VIRGINIA STEAMBOAT COMPANYS

FORTHE SEASHORE, CHEAPEST AND MOST
PLEASANT ROUTE TO OLD POINT,
NORFOLK, PORTSMOUTH,
VIRGINIA BEACH,
OCEAN VIEW, NEWPORT NEWS, CLAREMONT, AND JAMES RIVER
LANDINGS.

CONNECTIONS:

At OLD POINT and NORFOLK closely with all lines for Hampton, Va., Washington, D. C., Baltimore, Philadelphia and New York, Virginia Beach and Ocean View same afternoon; also at Norfolk for Eastern North Carolina and the

DENTAL OFFICE,

407 EAST MAIN STREET, RICHMOND, VA

Office hours: 9 A. M. to 8 P. M.